

# **Speed-Related Crashes**

## **2005**



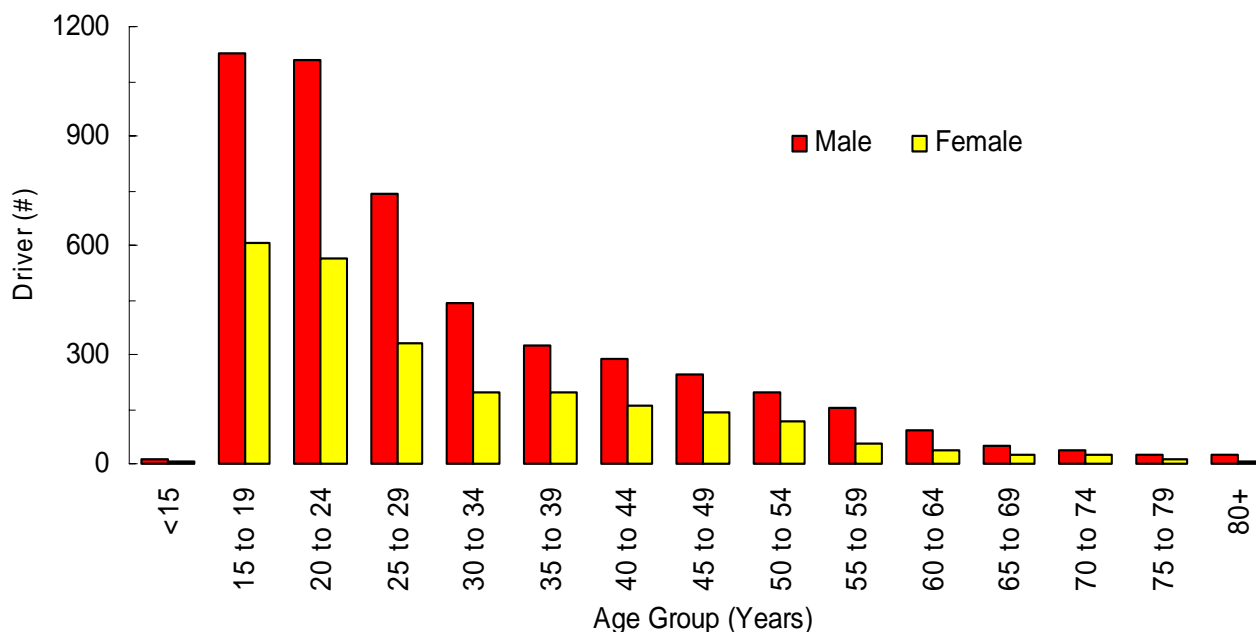
## SPEED



### Did you know that in 2005 . . .

- 7,401 speed-related crashes occurred in Utah which resulted in 2,990 injuries and 80 fatalities.
- Speed-related crashes were 3 times more likely to be fatal than other motor vehicle crashes.
- A speed-related crash occurred in Utah every 71 minutes.

### Age and Gender of Drivers Involved in Speed-Related Crashes (Utah 2005)



- While male drivers accounted for 56.7% of all drivers involved in a crash, they were involved in two-thirds (66.4%) of speed-related crashes.
- Teenage drivers between the ages of 15 to 19 years accounted for 16.6% of all drivers involved in a crash, yet they represented 23.4% of drivers involved in a speed-related crash.

### Counties with the Highest Rates of Speed-Related Crashes (Utah 2005)

County	# of Speed-Related Crashes	Rate per 100 Million Vehicle Miles Traveled	County	# of Speed-Related Crashes	Rate per 100 Million Vehicle Miles Traveled
Daggett	17	49.8	Iron	224	35.2
Wasatch	122	43.9	Duchesne	71	34.3
Morgan	55	41.8	Box Elder	299	33.8
Summit	292	41.6	Kane	44	33.3
Millard	160	35.7	Statewide	7,401	29.5



## Section 5: Speed-Related Crashes

### Section 5: Speed-Related Crashes 2005

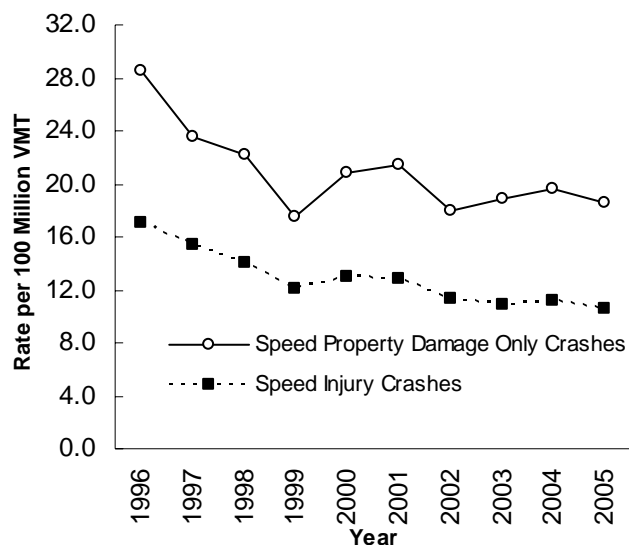
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## Trends

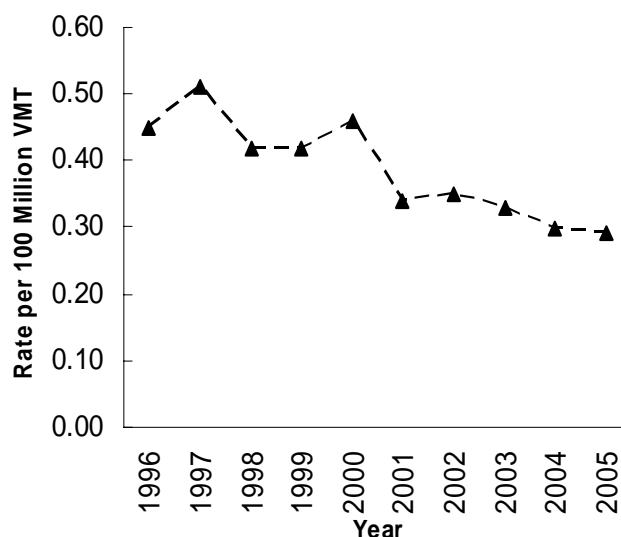
### Speed-Related Crashes 1996-2005

Speed-Related Crashes									
		Property Damage Only (PDO)		Injury		Fatal		Total	
		Speed		Speed		Speed		All	
		PDO	Rate per	Injury	Rate per	Fatal	Rate per	Speed	Rate per
		Crashes	100 Million	Crashes	100 Million	Crashes	100 Million	Crashes	100 Million
Year	Vehicle Miles Traveled (VMT)	#	VMT	#	VMT	#	VMT	#	VMT
1996	19,433,341,748	5,565	28.6	3,322	17.1	87	0.45	8,974	46.2
1997	20,407,590,239	4,823	23.6	3,151	15.4	105	0.51	8,079	39.6
1998	21,236,980,216	4,717	22.2	2,981	14.0	90	0.42	7,788	36.7
1999	21,867,355,694	3,836	17.5	2,652	12.1	92	0.42	6,580	30.1
2000	22,517,131,427	4,687	20.8	2,934	13.0	104	0.46	7,725	34.3
2001	23,398,734,621	5,037	21.5	3,003	12.8	80	0.34	8,120	34.7
2002	24,438,992,554	4,379	17.9	2,770	11.3	86	0.35	7,235	29.6
2003	23,963,242,376	4,498	18.8	2,604	10.9	79	0.33	7,181	30.0
2004	24,624,791,795	4,836	19.6	2,764	11.2	73	0.30	7,673	31.2
2005	25,129,538,952	4,676	18.6	2,653	10.6	72	0.29	7,401	29.5
Total	227,017,699,622	47,054	20.7	28,834	12.7	868	0.38	76,756	33.8

**Speed-Related  
Property Damage Only and Injury Crashes  
(Utah 1996-2005)**



**Speed-Related  
Fatal Crashes  
(Utah 1996-2005)**



- Speed-related crashes are a concern because of the increased potential for severe injury and death.
- Since 1996, despite yearly fluctuations, there has been a downward trend in the rate of speed-related crashes.
- In 2005, speed-related property damage only crash rates decreased 5.1% from 2004, and the total speed-related crash rate decreased 5.4%.
- In 2005, speed-related injury crash rates decreased 5.4% from 2004; however, the speed-related fatal crash rates remained the same.

## Counties

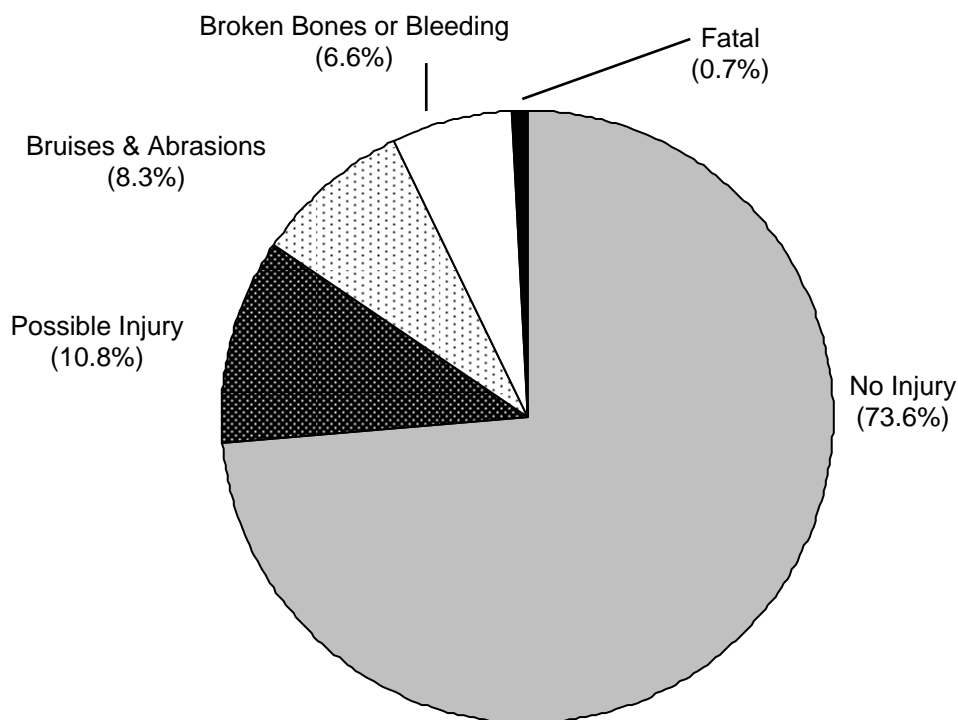
### Speed-Related Crashes by County (Utah 2005)

County	Speed-Related Crashes											
	Property Damage Only (PDO)			Injury			Fatal			Total		
	Speed	Rate	Rate	Speed	Rate	Rate	Speed	Rate	Rate	All	Rate	Rate
	PDO	per 100	per	Injury	per 100	per	Fatal	per 100	per	Speed	per 100	per
	Crashes	Million	10,000	Crashes	Million	10,000	Crashes	Million	10,000	Crashes	Million	10,000
	#	VTM	Population	#	VTM	Population	#	VTM	Population	#	VTM	Population
Beaver	37	14.7	58.4	34	13.5	53.6	0	0.0	0.0	71	28.2	112.0
Box Elder	173	19.5	38.2	118	13.3	26.0	8	0.9	1.8	299	33.8	66.0
Cache	199	21.8	19.2	79	8.7	7.6	2	0.2	0.2	280	30.7	27.0
Carbon	36	12.5	18.6	29	10.0	15.0	1	0.3	0.5	66	22.8	34.1
Daggett	5	14.6	51.9	12	35.2	124.6	0	0.0	0.0	17	49.8	176.5
Davis	348	14.8	12.5	195	8.3	7.0	2	0.1	0.1	545	23.2	19.6
Duchesne	32	15.4	21.0	36	17.4	23.6	3	1.4	2.0	71	34.3	46.6
Emery	29	7.9	27.6	18	4.9	17.2	1	0.3	1.0	48	13.1	45.8
Garfield	15	12.6	31.9	12	10.1	25.5	0	0.0	0.0	27	22.7	57.4
Grand	16	6.0	18.1	12	4.5	13.6	1	0.4	1.1	29	10.9	32.9
Iron	118	18.5	28.5	103	16.2	24.9	3	0.5	0.7	224	35.2	54.1
Juab	46	11.6	51.3	36	9.1	40.1	5	1.3	5.6	87	21.9	96.9
Kane	24	18.1	38.6	20	15.1	32.2	0	0.0	0.0	44	33.3	70.8
Millard	83	18.5	63.0	71	15.9	53.9	6	1.3	4.6	160	35.7	121.5
Morgan	39	29.7	45.8	16	12.2	18.8	0	0.0	0.0	55	41.8	64.6
Piute	1	3.9	7.3	1	3.9	7.3	0	0.0	0.0	2	7.8	14.6
Rich	10	18.9	48.5	6	11.4	29.1	1	1.9	4.8	17	32.2	82.4
Salt Lake	1,800	22.1	18.4	850	10.4	8.7	15	0.2	0.2	2,665	32.7	27.2
San Juan	22	7.9	15.1	19	6.8	13.0	0	0.0	0.0	41	14.8	28.1
Sanpete	25	10.1	9.8	24	9.7	9.4	0	0.0	0.0	49	19.8	19.3
Sevier	59	14.0	30.0	40	9.5	20.4	0	0.0	0.0	99	23.5	50.4
Summit	209	29.7	57.6	81	11.5	22.3	2	0.3	0.6	292	41.6	80.5
Tooele	90	10.2	17.3	65	7.4	12.5	5	0.6	1.0	160	18.2	30.7
Uintah	48	14.5	17.9	52	15.7	19.3	3	0.9	1.1	103	31.1	38.3
Utah	726	20.0	15.9	415	11.4	9.1	7	0.2	0.2	1,148	31.6	25.2
Wasatch	80	28.8	40.0	42	15.1	21.0	0	0.0	0.0	122	43.9	61.0
Washington	97	8.5	7.6	112	9.8	8.8	4	0.4	0.3	213	18.7	16.8
Wayne	4	10.4	16.0	6	15.5	24.0	0	0.0	0.0	10	25.9	39.9
Weber	305	19.8	14.3	149	9.7	7.0	3	0.2	0.1	457	29.6	21.4
Statewide	4,676	18.6	18.4	2,653	10.6	10.4	72	0.3	0.3	7,401	29.5	29.1

- Two different rates are given in the above table; one based on vehicle miles traveled in the county, and another based on the population of the county.
- Rate per 100 million vehicle miles traveled:
  - Daggett (35.2), Duchesne (17.4) and Iron (16.2) had the highest rates of speed-related injury crashes per 100 million vehicle miles traveled.
  - Rich (1.9) and Duchesne (1.4) had the highest rates of fatal speed-related crashes per 100 million vehicle miles traveled.
- Rate per 10,000 population:
  - Daggett (124.6), Millard (53.9) and Beaver (53.6) had the highest rates of speed-related injury crashes per 10,000 population.
  - Juab (5.6), Rich (4.8) and Millard (4.6) had the highest rates of speed-related crashes per 10,000 population.

## Occupant Characteristics (Including Driver)

### Injury Severity of Occupants Involved in Speed-Related Crashes (Utah 2005)



- In the above graph, there were a total of 11,639 persons involved in speed-related crashes.
- Approximately one-quarter (25.7%) of the occupants involved in speed-related crashes sustained a non-fatal injury. This compares to 20.2% of occupants who sustained a non-fatal injury in all motor vehicle crashes.
- The fatality percentage of occupants involved in speed-related crashes (0.7%) was higher than the fatality percentage of occupants involved in all motor vehicle crashes (0.2%).



## Driver Characteristics

### Age and Gender of Drivers Involved in Speed-Related Crashes (Utah 2005)

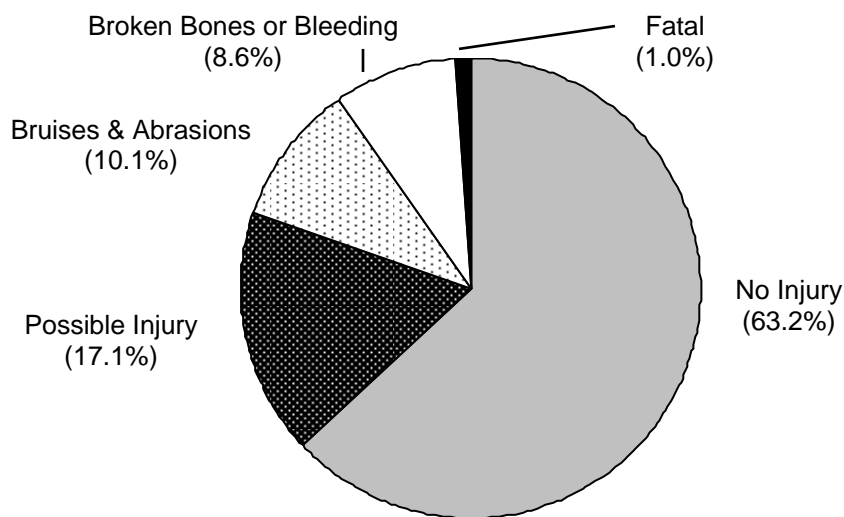
Drivers (Speed-Related)																
	Drivers Involved in Speed-Related Property Damage Only Crashes				Drivers Involved in Speed-Related Injury Crashes				Drivers Involved in Speed-Related Fatal Crashes				Total Drivers Involved in Speed-Related Crashes			
	Female		Male		Female		Male		Female		Male		Female		Male	
	Drivers		Drivers		Drivers		Drivers		Drivers		Drivers		Drivers		Drivers	
Age	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
<15	5	0.3%	4	0.1%	4	0.4%	7	0.4%	0	0.0%	0	0.0%	9	0.4%	11	0.2%
15-19	388	24.9%	710	22.9%	215	23.5%	407	23.0%	2	13.3%	11	19.3%	605	24.3%	1,128	22.9%
20-24	365	23.4%	701	22.6%	195	21.3%	396	22.4%	5	33.3%	13	22.8%	565	22.7%	1,110	22.6%
25-29	209	13.4%	474	15.3%	124	13.5%	253	14.3%	0	0.0%	13	22.8%	333	13.4%	740	15.0%
30-34	126	8.1%	281	9.1%	72	7.9%	153	8.7%	0	0.0%	4	7.0%	198	7.9%	438	8.9%
35-39	117	7.5%	210	6.8%	73	8.0%	112	6.3%	3	20.0%	1	1.8%	193	7.7%	323	6.6%
40-44	96	6.1%	171	5.5%	62	6.8%	110	6.2%	0	0.0%	5	8.8%	158	6.3%	286	5.8%
45-49	87	5.6%	158	5.1%	54	5.9%	83	4.7%	1	6.7%	4	7.0%	142	5.7%	245	5.0%
50-54	73	4.7%	129	4.2%	41	4.5%	66	3.7%	1	6.7%	2	3.5%	115	4.6%	197	4.0%
55-59	31	2.0%	81	2.6%	25	2.7%	72	4.1%	1	6.7%	2	3.5%	57	2.3%	155	3.2%
60-64	16	1.0%	58	1.9%	17	1.9%	32	1.8%	1	6.7%	0	0.0%	34	1.4%	90	1.8%
65-69	13	0.8%	32	1.0%	13	1.4%	18	1.0%	0	0.0%	1	1.8%	26	1.0%	51	1.0%
70-74	12	0.8%	29	0.9%	9	1.0%	8	0.5%	1	6.7%	1	1.8%	22	0.9%	38	0.8%
75-79	7	0.4%	15	0.5%	3	0.3%	9	0.5%	0	0.0%	0	0.0%	10	0.4%	24	0.5%
80-84	4	0.3%	8	0.3%	2	0.2%	13	0.7%	0	0.0%	0	0.0%	6	0.2%	21	0.4%
85+	0	0.0%	3	0.1%	1	0.1%	3	0.2%	0	0.0%	0	0.0%	1	0.0%	6	0.1%
Unknown	12	0.8%	31	1.0%	6	0.7%	25	1.4%	0	0.0%	0	0.0%	18	0.7%	56	1.1%
Total	1,561	100.0%	3,095	100.0%	916	100.0%	1,767	100.0%	15	100.0%	57	100.0%	2,492	100.0%	4,919	100.0%

NOTE: Gender was not reported for 140 drivers involved in speed-related crashes.

- Overall, male drivers represented 66.4% of the drivers involved in speed-related crashes.
- For male drivers, those aged 15 to 19 years had the highest percentage of total speed-related crashes (22.9%) and speed-related injury crashes (23.0%). Male drivers aged 20 to 24 (22.8%) and 25 to 29 (22.8%) had the highest percentage of fatal crashes.
- For female drivers, those aged 15 to 19 years had the highest percentage of total speed-related crashes (24.3%) as well as speed-related injury crashes (23.5%). Female drivers aged 20 to 24 years had the highest percentage of fatal speed-related crashes (33.3%).

## Crash Characteristics

### Speed-Related Crash Severity (Utah 2005)



- In the above graph, there were a total of 7,401 speed-related crashes.
- The percentage of speed-related crashes that resulted in a non-fatal injury (35.8%) was the same as the percentage of all motor vehicle crashes that resulted in a non-fatal injury (35.6%).
- In addition, a higher percentage of speed-related crashes were fatal (1.0%) compared to all fatal motor vehicle crashes (0.4%).
- In fact, speed-related crashes were 3 times more likely to be fatal than other motor vehicle crashes.

### Speed-Related Crashes by Month of Year (Utah 2005)

Speed-Related Crashes									
		Property Damage Only (PDO)		Injury		Fatal		Total	
	Days in	Speed-Related	Rate	Speed-Related	Rate	Speed-Related	Rate	All Speed-	Rate
	Month	PDO Crashes	per	Injury Crashes	per	Fatal Crashes	per	Related Crashes	per
Month	#	#	Day	#	Day	#	Day	#	Day
January	31	743	24.0	303	9.8	4	0.1	1,050	33.9
February	28	517	18.5	293	10.5	1	0.0	811	29.0
March	31	439	14.2	263	8.5	6	0.2	708	22.8
April	30	253	8.4	181	6.0	4	0.1	438	14.6
May	31	254	8.2	202	6.5	7	0.2	463	14.9
June	30	215	7.2	184	6.1	7	0.2	406	13.5
July	31	148	4.8	171	5.5	11	0.4	330	10.6
August	31	200	6.5	176	5.7	11	0.4	387	12.5
September	30	202	6.7	153	5.1	3	0.1	358	11.9
October	31	253	8.2	165	5.3	7	0.2	425	13.7
November	30	502	16.7	214	7.1	7	0.2	723	24.1
December	31	950	30.6	348	11.2	4	0.1	1,302	42.0
Total	365	4,676	12.8	2,653	7.3	72	0.2	7,401	20.3

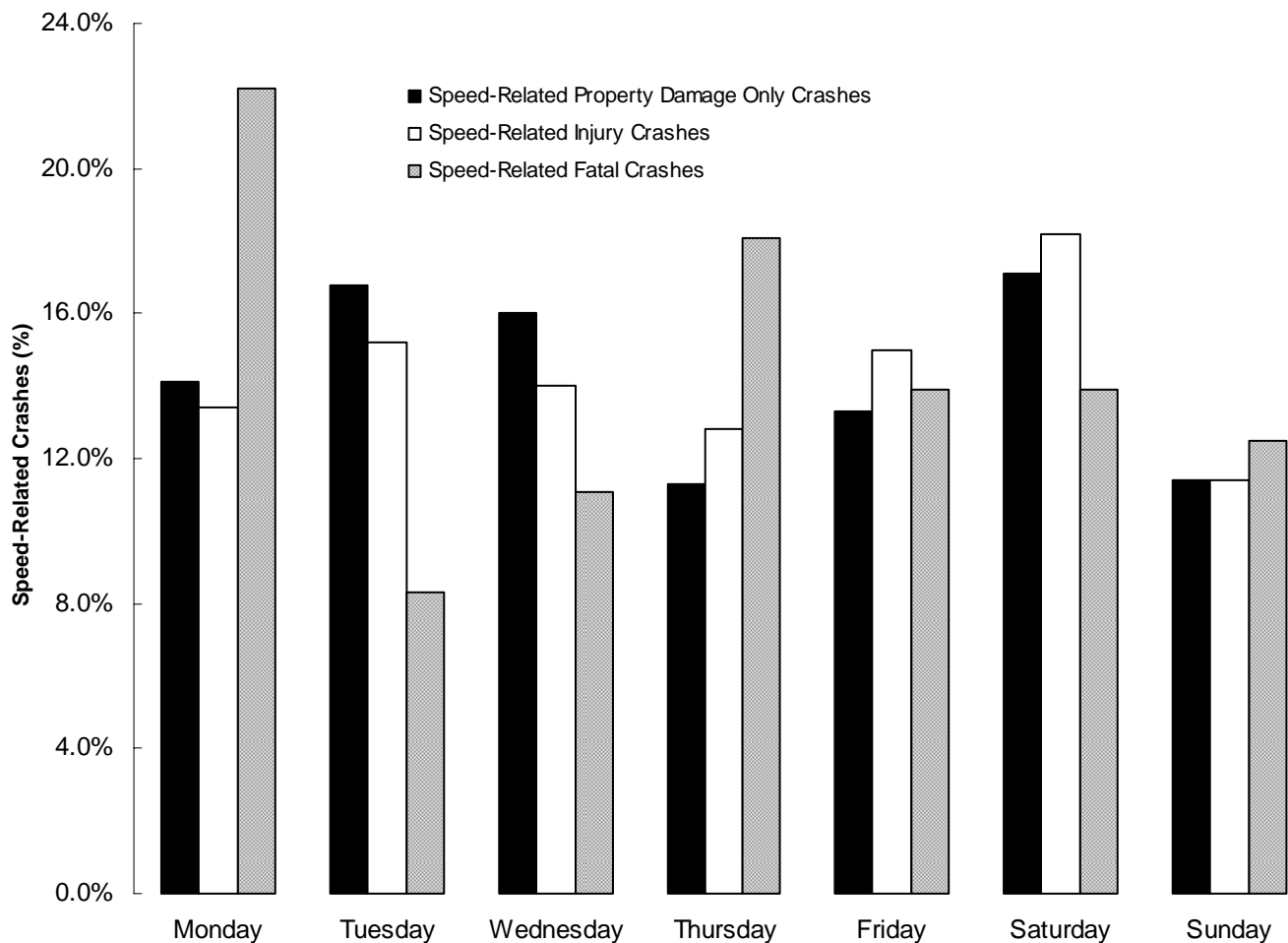
- The above table shows the number and rate per day of speed-related crashes for each month.
- Overall, December (42.0), January (33.9) and February (29.0) had the highest rates of speed-related crashes per day.
- July (0.4) and August (0.4) had the highest rate per day of fatal speed-related crashes.

## Crash Characteristics

### Speed-Related Crashes by Day of Week (Utah 2005)

Speed-Related Crashes								
Day of Week	Property Damage Only Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
	#	%	#	%	#	%	#	%
Monday	657	14.1%	356	13.4%	16	22.2%	1,029	13.9%
Tuesday	785	16.8%	403	15.2%	6	8.3%	1,194	16.1%
Wednesday	746	16.0%	372	14.0%	8	11.1%	1,126	15.2%
Thursday	528	11.3%	339	12.8%	13	18.1%	880	11.9%
Friday	624	13.3%	397	15.0%	10	13.9%	1,031	13.9%
Saturday	801	17.1%	484	18.2%	10	13.9%	1,295	17.5%
Sunday	535	11.4%	302	11.4%	9	12.5%	846	11.4%
Total	4,676	100.0%	2,653	100.0%	72	100.0%	7,401	100.0%

### Speed-Related Crashes by Day of Week (Utah 2005)



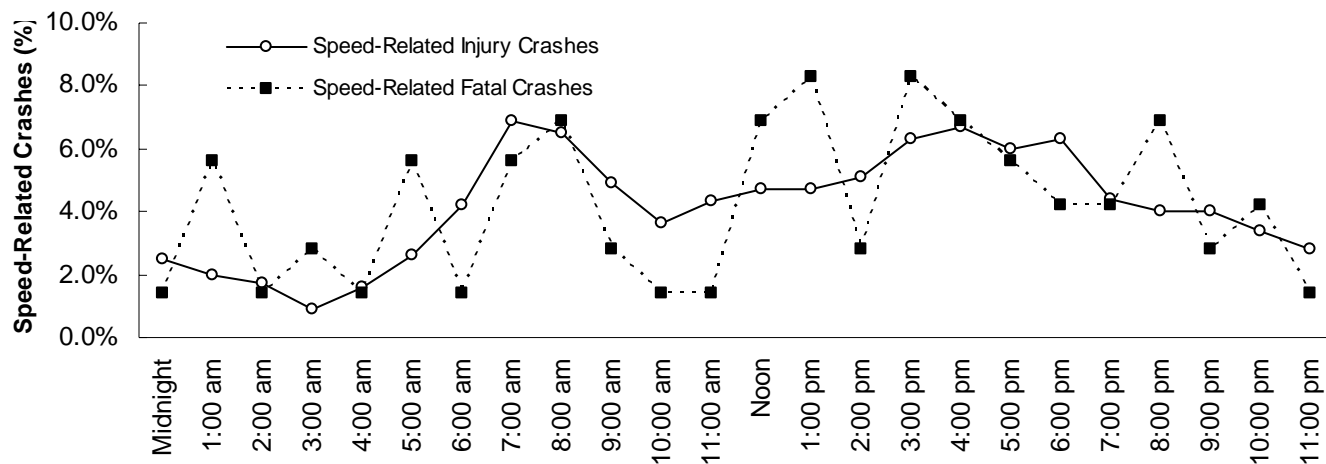
- The above table and graph show that the highest percentage of speed-related total crashes (17.5%), property damage only crashes (17.1%) and injury crashes (18.2%) occurred on Saturday.
- The highest percentage of fatal speed-related crashes occurred on Monday (22.2%).

## Crash Characteristics

### Speed-Related Crashes by Hour of Day (Utah 2005)

Speed-Related Crashes								
Hour	Property Damage Only Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
	#	%	#	%	#	%	#	%
Midnight	123	2.6%	67	2.5%	1	1.4%	191	2.6%
1:00 am	77	1.6%	54	2.0%	4	5.6%	135	1.8%
2:00 am	60	1.3%	45	1.7%	1	1.4%	106	1.4%
3:00 am	73	1.6%	23	0.9%	2	2.8%	98	1.3%
4:00 am	69	1.5%	42	1.6%	1	1.4%	112	1.5%
5:00 am	117	2.5%	69	2.6%	4	5.6%	190	2.6%
6:00 am	215	4.6%	111	4.2%	1	1.4%	327	4.4%
7:00 am	361	7.7%	182	6.9%	4	5.6%	547	7.4%
8:00 am	364	7.8%	172	6.5%	5	6.9%	541	7.3%
9:00 am	287	6.1%	130	4.9%	2	2.8%	419	5.7%
10:00 am	182	3.9%	95	3.6%	1	1.4%	278	3.8%
11:00 am	208	4.4%	115	4.3%	1	1.4%	324	4.4%
Noon	167	3.6%	126	4.7%	5	6.9%	298	4.0%
1:00 pm	190	4.1%	124	4.7%	6	8.3%	320	4.3%
2:00 pm	227	4.9%	134	5.1%	2	2.8%	363	4.9%
3:00 pm	274	5.9%	166	6.3%	6	8.3%	446	6.0%
4:00 pm	279	6.0%	177	6.7%	5	6.9%	461	6.2%
5:00 pm	321	6.9%	160	6.0%	4	5.6%	485	6.6%
6:00 pm	253	5.4%	168	6.3%	3	4.2%	424	5.7%
7:00 pm	206	4.4%	118	4.4%	3	4.2%	327	4.4%
8:00 pm	139	3.0%	106	4.0%	5	6.9%	250	3.4%
9:00 pm	196	4.2%	105	4.0%	2	2.8%	303	4.1%
10:00 pm	157	3.4%	91	3.4%	3	4.2%	251	3.4%
11:00 pm	131	2.8%	73	2.8%	1	1.4%	205	2.8%
Total	4,676	100.0%	2,653	100.0%	72	100.0%	7,401	100.0%

### Speed-Related Crashes by Hour of Day (Utah 2005)



- The above table and graph show that speed-related injury crashes peaked in the morning (7:00 am to 9:00 am), with another peak in the afternoon (3:00 pm to 6:00 pm).
- Fatal speed-related crashes varied by hour, and peaked during the 1:00 pm and 3:00 pm hours.